



WESTINGHOUSE ELECTRIC CORPORATION

27 July 1960

64157

SUBJECT : Contract NY-3958 Status

Dear Hazel :

With this letter we are forwarding a number of documents and other information which we believe will clarify the status of this contract.

G.P.L.'s Effort

G.P.L.'s deliveries are reflected by the following shipping orders:

GPL-24823) ✓ Covers partial spares deliveries.
GPL-25251) ✓ The shipping papers show acceptance by NADC.
GPL-24877) ✓ Covers 1 Radan Equip. and Spares. The shipping
GPL-24858) ✓ papers have been returned to Johnsville to be
signed to indicate acceptance by NADC.
W-SM-86-91916 Covers 1 Radan Equip. NADC has accepted the gear.

All G.P.L. items have been delivered except for a quantity of one (1) item 2B22, P/N-101-83-1, Tuning Coil unit price \$4.77. G.P.L. has shipped one of this item; however, they advise that delivery of the second unit would be difficult and would require special manufacture. On G.P.L.'s behalf we request reduction of the quantity of this spares item, 2B22, from 2 to 1 with a contract reduction of \$4.77.

Westinghouse Effort

All Westinghouse deliveries have been made and are verified by signed DD-250s.

G.F.E.

Amendment No. 1 to this contract set forth a number of GFE items. The following is an accounting of these by item:

- a. Two time shared ground mapping systems.

Transferred to Navy Contract NOas 59-620, reference DD-250's, SM86-94321 and SM86-82378. *attached to JMW 86-24020*

b. One dual antenna.

Shipped to Patuxent, Westinghouse order SK-2702, item 306 enclosed. *Released to Westinghouse for work on NOas 59-620(c). See APO-6303-59.*

c. Two PC210 radans

7000 & remaining
One set shipped to Johnsville by Westinghouse reference DD-250 SM-86-29940, and one set shipped to Johnsville, GPL shipping order 24877, dated March 9, 1960. This GPL shipping paper will be forwarded after it is signed by NADC. *Received to JMW 86-30586*

The radar heading selector, Serial #9 for set #1 was not shipped with the equipment and is now located at GPL. We hereby request disposition instructions for this item. *Johnsville*

d. One Lot of Radan Spares

Signed by Bearman
Enclosed are GPL's shipping memos 16775, 16752, 21100, 22009 and 19852. These shipping orders verify the return of the GFE radan spares supplied to them. The items are summarized on the enclosed IBM run-off which indicates that 10 items are short. GPL points out that in the majority of items, more parts were returned than were listed on the shipping orders. This has led them to believe that there was an error in the total count appearing on Shipper's Officers Vouchers 58-3069 through 58-3099 and 58-3114. We are requesting that the documentation supplied by GPL be considered satisfactory in accounting for the GFE spares shipped to GPL. *Block Holcomb* *W.D. Jantman* *Block Holcomb* *agreed See APO-6924-60*

e. Field Modification Kits

<u>Field Mod.Kit No.</u>	<u>Ser.No.</u>	<u>Status</u>
3.0	02	Installed & shipped with Equipment
3.1	*01	Disposition rec'd your letter dtd 4/15/60.
6	01 & 02	Installed & shipped with equipment <i>SM-94321</i> <i>JMW 86-30586</i> <i>See #2 (c) 2/1/60</i> <i>H. H. D. D.</i> <i>86-24020</i>

<u>Field Mod.Kit No.</u>	<u>Ser. No.</u>	<u>Status</u>
7	01	Installed & shipped with equipment.
7	02	Disposition received - your letter dtd 4/15/60.
8.1	01 & 02	Installed & shipped with equipment. SM-94321
14.1	1	Disposition received - your letter dtd 4/15/60.

need Rec

*We requested disposition for a quantity of 2; this was in error. Actually, we had one mod. kit which included 2 motors.

f. Two Navigation Indicators

It was my understanding that these navigation indicators were on hand as part of the equipment. Engineering advises that these items were not received with the two mapping systems and are therefore not accountable items. In looking back over the previous correspondence, I find that [REDACTED] letter dated Sept. 29, 1958, a copy of which you have, outlined the requirements of GFE on the contract. This letter indicates two navigation indicators might be required for this program and infers that the ones supplied for the first two systems were engineering models. I gather that the engineering models were not returned with the equipment and are therefore not at our plant. I would appreciate your comments regarding this item to see what we can do about relieving us of accountability for the navigation indicators.

Invoices for the equipment shipped are being prepared and will be forwarded when completed.

Sincerely yours,

[REDACTED]

FOIAB3A

*Relieved of
accountability
per the CC's
ltr. 2. 2. 60
etc. B. 60
etc.*

FOIAB3A